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addition of dates to the *Globe* references in the notes would have rendered material assistance in this respect. Professor Johnson is in error in saying that "the submission of state constitutions to a popular vote had not then (1856) become a general practice", as may be readily ascertained by reference to the table in Judge Jameson's *Constitutional Convention*. The treatment of the Black controversy is somewhat inadequate and inaccurate. This pamphlet war attracted considerable attention at the time. Reprints of the *Harper* article were scattered broadcast throughout the country. Black replied in three pamphlets, Douglas in two, and the controversy was closed by an elaborate defense of Douglas attributed to Reverdy Johnson. Flint does not "give extracts from these pamphlets" but only from the least important—the last by Douglas.

F. H. HODDER.

A History of Transportation in the Eastern Cotton Belt to 1860.

By ULRICH BONNELL PHILLIPS, Ph.D., Assistant Professor of American History, University of Wisconsin. (New York: The Columbia University Press. 1908. Pp. xvii, 405.)

THIS is the latest contribution to an important phase of Southern history, which, until recent years, has received comparatively little attention from investigators.

Professor Phillips's point of view is indicated by the following extract from his preface: "Captains of industry and captains of transportation rank in substantial importance near the political leaders of similar merit and service; and the promotive campaigns for 'internal improvements' bear as much significance in the general development of the nation as do many of the campaigns of president-making."

In his introduction, the author divides the ante-bellum South into the following seven "great economic provinces, more or less distinguished by their staples and their natural facilities for transportation": (1) the tobacco region of lowland and Piedmont Virginia; (2) the rice and Sea Island cotton region of the Charleston-Savannah coast district; (3) the eastern cotton belt, extending from the southern edge of Virginia to central Alabama; (4) the western cotton belt, embracing the region from Alabama to Texas and extending as far north as the southern edge of Kentucky; (5) the region of Kentucky and middle Tennessee with its products of tobacco, live stock and grain; (6) the Tennessee-Shenandoah region with the same commodities as the Kentucky and middle Tennessee region but having different transportation problems; (7) the comparatively barren peninsula of Florida.

The volume traces the historical development of transportation in South Carolina and Georgia from colonial days to the War of Secession. Special emphasis is laid upon the last 35 years of the period, six chapters out of the nine in the book being devoted to them.

The author gives a satisfactory treatment of the numerous plans

for solving the important problems of transportation that confronted the different commercial centres and the moves and counter-moves which they made in order to procure trade advantages over their rivals. The plans of commercial campaigns with their objects and difficulties, as well as triumphs and defeats, are given an adequate treatment. The continuous and, at times, desperate efforts of Charleston to maintain her commercial supremacy by a system of internal improvements, independent of federal aid, and the conflicts which this aggressive policy engendered with Savannah and other aspiring cities make a story of absorbing interest.

Perhaps the most interesting chapters in the book are those devoted to the Charleston and Hamburg Railroad, which, at the time of its completion, "was the longest railway in the world" and to the Western and Atlantic Railroad, which is "the most important example in American history, thus far, of the State ownership and operation of railroads". The history of the latter enterprise is doubly interesting since it "made Georgia the keystone State of the South, and Atlanta the gate city from the northwest to the eastern cotton belt".

The work has been done in a scientific way. The sources consist mainly of rare manuscripts, newspapers, pamphlets and books, many of which are inaccessible to students who cannot investigate the subject on the ground.

Unfortunately Professor Phillips devotes practically all of his book to the history of transportation in South Carolina and Georgia instead of giving a history of transportation in the entire eastern cotton belt as promised by his title. He dismisses the subject of transportation in the cotton belt of eastern Alabama with a statement that is "a story in itself which does not here need the telling", reference being made to Martin's *Internal Improvements in Alabama* (Johns Hopkins University Studies, series 20, no. 4). He also dismisses the subject of transportation in the cotton belt of North Carolina with a slight amplification of the statement that it is analogous "to the Savannah, both in natural conditions and the policy of the commonwealth regarding it" and with a reference to Weaver's *Internal Improvements in North Carolina previous to 1860* (Johns Hopkins University Studies, series 21, nos. 3-4). In the light of these facts it would seem that his title is rather pretentious.

The maps showing the Principal Products and Trade Centres for the Georgia Counties, 1835, and the Transportation Routes in the Antebellum South are helpful.

The United States as a World Power. By ARCHIBALD CARY COOLIDGE. (New York: The Macmillan Company. 1908. Pp. vii, 385.)

"THIS book was originally prepared in the form of lectures, which were delivered at the Sorbonne in the winter of 1906-07 as the Harvard